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PROJECT	<u>Terminals 5 and 6 Maintenance Dredging</u>	CONTRACT NO.	<u>52374/00D090</u>
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**CONTRACTOR** Hickey Marine **SUPERINTENDENT** Greg Speyer

**DAY OF WEEK & DATE:** Wednesday, February 28, 2001 **REPORT NO.** 022

<b>WEATHER</b>	Partly Cloudy	<b>TEMPERATURE</b>	40 - 55
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INSPECTOR                      Frank Schmidt                      HRS                      DATE

(signature on hardcopy)– \_\_\_\_\_



PORT OF PORTLAND

DAILY DIARY

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PROJECT Terminals 5 and 6 Maintenance Dredging CONTRACT NO. 52374/00D090

CONTRACTOR Hickey Marine SUPERINTENDENT Greg Speyer

DAY OF WEEK & DATE: Wednesday, February 28, 2001 REPORT NO. 022

WEATHER Partly Cloudy TEMPERATURE 40 - 55

feet, and 5 feet at the other end. I observed wood debris and a tire in Barge Bin No.7.

2:20 pm. I observed that there appeared to be no visible turbidity in the boat ramp area of the pumping facility. The Navigation crew finished the pumping for today. They will resume pumping and clean up tomorrow morning.

TESTS PERFORMED: \_\_\_\_\_

PHONE LOG: \_\_\_\_\_

SITE PHOTOS/VIDEOS TAKEN: _____	FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED: _____
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PROJECT Terminals 5 and 6 Maintenance Dredging CONTRACT NO. 52374/00D090CONTRACTOR Hickey Marine SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Wednesday, February 28, 2001 REPORT NO. 022WEATHER Partly Cloudy TEMPERATURE 40 - 55

<u>NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:</u>	<u>MAJOR EQUIPMENT ON JOB (Size/capacity and hours):</u>
Hickey Marine - Port Navigation - Captain, Crane Operator, Deck Engineer, Mechanic	Hickey Marine - Port Navigation - 67 Ton Water Crane, Rental Spud Barge, Landing Barge, WLW Tugboat, Tender Don, Hickeys' Dredge Barge (Dump Scow), Toyo Pump

CHRONOLOGICAL ACCOUNT OF DAY'S WORK

7:00 am Per telecon with Tim (Hagedorn), the post-dredge survey was completed yesterday.

7:40 am Per telecon with Walt (Port Engineer), he requested information concerning the generators being used by the Port Navigation crew. I provided the information to Walt.

Berms and silt fences appeared to be in good condition.

The draft at the pump house end of the barge was at 7.5 feet, and 10.5 feet at the other end.

8:00 am Pumping of material from the dump scow began at Barge Bin No.4. I observed that there appeared to be no visible turbidity in the boat ramp area of the pumping facility.

9:00 am Per telecon with Marcel (Port Project Engineer), we discussed that the water from the pumping operation should be contained in the Dewatering Basin. I noted that the flashboards at Weir No.1 were only about 2 feet high. Marcel indicated that all the flashboards should be in place.

I met with John Childs (Port Environmental) and Greg Bieber (Loss Control Manager) at Weir No.1. John informed me that the water in the Freewater Basin failed testing. The water should not be allowed to flow back into the river at this time.

I put all the flashboards at Weir No.1 in place.

9:30 am I observed that there appeared to be no visible turbidity in the boat ramp area of the pumping facility. The Port Navigation crew was pumping from Barge Bin No.3.

10:40 am Per telecon with Rob Cook (Navigation Manager), Hickey will remove the steel plates after the material has been pumped from the barge. The Port will pick up the steel plates at Hickey's facility in Vancouver.

11:00 am I observed that there appeared to be no visible turbidity in the boat ramp area of the pumping facility. The Port Navigation crew was pumping from Barge Bin No.2.

12:00 pm The Port Navigation crew completed the pumping from Barge Bin No.2. The draft at the pump house end of the barge was at 5.5 feet, and 5.5 feet at the other end as well.

I observed that there appeared to be no visible turbidity in the boat ramp area of the pumping facility.

1:15 pm Water was added to the bins, via the Toyo pump waterjet nozzles, to stir up the soil in the bottom of the bins to facilitate pumping.

1:50 pm Per telecon with Greg Speyer (Hickey), I informed him that the clean up of the barge would continue tomorrow.

2:00 pm Pumping of material/water from the dump scow continued. The draft at the pump house end of the barge was at 5.5